

5.—Mr. Burstall, Edinburg. "The Perseverance;" red wheels; weight 2 tons, 17 cwt.

Of these, the four first were exhibited during the day; but Mr. Burstall's did not make its appearance, as it was unfortunately thrown off the wagon on which it was conveyed to the scene of action, and experienced some injury in the fall. The following account of the running on the first day, we take from that Courier of Wednesday:

"The Locomotive carriages attracted, of course, the attention of every individual on the ground. They ran up and down the road during the forenoon, more for amusement than experiment, surprising and even startling the unscientific beholders by the amazing velocity with which they moved along the rails. Mr. Robert Stephenson's carriage attracted the most attention during the early part of the afternoon. It ran without any weight being attached to it, at the rate of 24 miles in the hour, shooting past the spectators with amazing velocity, emitting very little smoke, but dropping red-hot cinders as it proceeded. Cars containing stones were then attached to it, weighing together with its own weight, upwards of 17 tons, preparatory to the trial of its speed being made. The precise distance between the point of starting, at or near the weighing shed to the point of returning, was  $1\frac{3}{4}$  miles; but, in the adjudication of distances, we are given to understand, the judges allowed a furlong at each end for the acquirement and abatement of speed.—The observations we record, apply, however, to the whole distance. With a load of  $12\frac{1}{2}$  tons gross, the Rocket travelled the above space of  $1\frac{3}{4}$  miles, four times forward and backward, equal to fourteen miles, in the space of 75 minutes, exclusive of stoppages; but including the stoppages, the average rate was  $10\frac{1}{2}$  miles per hour. But in the fifth course, the rate of speed, with a load, augmented by passengers until equal to 13 tons, was full 15 miles an hour.

"Mr. Ackworth, of Darlington, ran his carriage along the course during the day; but no trial of his speed with weights took place yesterday.

"The engine of Messrs. Braithwaite and Erickson, of London, was universally allowed to exhibit, in appearance and compactness, the *beau ideal* of a locomotive engine. Its performance, while exercising without a load, was most astonishing: passing over a space of  $2\frac{3}{4}$  miles in seven minutes and a quarter, including a stoppage. With this delay its rate of speed was about 23 miles an hour. While running, the progress was upwards of 28 miles an hour. The velocity at which it moved, surprised and amazed every beholder. It seemed, indeed, to fly, present-